



## BALL JOINT SPACER INSTRUCTIONS

90-95 4RUNNER

[Support@toyteclifts.com](mailto:Support@toyteclifts.com)

Read all of the installation instructions prior to installation.

ToyTec Lifts L.L.C. recommends that this be installed by a certified auto technician

1. Park the Vehicle on a level concrete surface with the steering wheel centered.
2. Block/chock rear wheels to prevent the vehicle movement.
3. Jack the front end up and secure the vehicle on large jack stands
4. Remove front wheels/tires
5. Remove the original ball joint hardware.



6. Knock the studs out of the ball joint with a small hammer. This is done most easily if the joint is pressed against the arm supported with a floor jack



7. Unbolt upper shock hardware.

8. Trim the lip as depicted. An angle grinder with a cut-off wheel or a small reciprocating saw works well. Trim enough to allow installation of the spacer.



9. Put the spacer in place, NOTCH FACING DOWNWARD. The notch acts as a weep hole to let any water that gets in from above drain out to prevent the ball joint from rusting out.



10. Using a floor jack to control arm height, align the ball joint and install the hardware.





11. Tighten ball joint hardware to 30 ft. lbs. or 40 N.m. **NOTE: Apply this torque to the allen head bolt and the Grade 10.9 nut only, then install the 2nd nylon lock nut and tighten it down snugly in order to lock the first nut in place. No need to toque the nylon lock nut to 30 ft. lbs. as well, it may strip.**
12. Extend the shock to see if it needs shimming. (it likely will) Place the appropriate number of washers to ensure the shock does not limit down travel.
13. Tighten shock hardware.
14. Repeat for other side.
15. Re-install the wheels. **NOTE: If the end of the upper control arm is too close to the tire at this point, there are a few options. You can try and grind off part of the outer lip of the control arm, or you can add a 1/4" wheel spacer to move the wheel/tire away from the suspension.**

**FOR LOW PROFILE BUMP STOPS ONLY: Shim them approximately 1/2" with some washers or use stock bump stops. Failure to do so could result in damage to CV joints, shocks or other components.**

Even with stock bump stops, you may experience some CV axle binding to check this let the suspension hang at full droop. Rotate each CV axle shaft by hand and check for and binding at the at the CV joints. If CV binding is felt, you can try adding some shims for the low profile bump stops or install a front differential drop kit to lower the differential to decrease the angles of the CV axles.

**YOU WILL NEED TO GET AN ALIGNMENT!**



## REAR COIL INSTALLATION

'90-'02 4RUNNER

[Support@toyteclifts.com](mailto:Support@toyteclifts.com)

Read all of the installation instructions prior to ToyTec Lifts Coil Over installation.

ToyTec Lifts L.L.C. recommends that this be installed by a certified auto technician

1. Park the vehicle on a level concrete surface with the steering wheel centered.
2. Block/ chock the front wheels to prevent vehicle movement.
3. Jack the rear end and place jack stands under the frame allowing the rear suspension to move up and down freely.
4. Remove the lower shock bolts, while supporting the axle with a jack. If new shocks are being installed remove old shocks completely. Then lower the jack allowing the axle to drop down as far as needed to relieve pressure on the coil springs for removal.
5. Disconnect the sway bar from the front of the rear axle, or from the end links.
6. Remove the coil springs and the rubber bump stops. You may need to pry with a pry bar to get the springs out. Some models do not have the rubber bump stops inside the coil springs. **NOTE: The rubber bump stops that goes inside the coil springs (if equipped) is reused with the new rear springs or spacers.**
7. Install the new springs, or the spring and spacer onto the axle. The use of small coil spring compressor will help with the installation. **NOTE: IF COIL SPRINGS ARE MARKED WITH AN A OR B. A IS DRIVER SIDE AND B IS PASSENGER SIDE. SPACERS: The spacer goes above the coil spring.**
8. Jack up the axle while watching the springs and spacers making sure that everything is properly aligned.
9. Bolt on new shocks or stock shocks.
10. Reconnect the sway bar.
11. Re-install the wheels.



12. Remove the jack stands and lower the vehicle. Recheck all the bolts and nuts and make sure that they are properly torqued to specs.



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